

Environmental Checklist Form (Initial Study)

County of Los Angeles, Department of Regional Planning



Project title: "Acton Retail Center" / Project No. R2014-00881-(5) / Case No. CUP 201400037

Lead agency name and address: Los Angeles County, 320 West Temple Street, Los Angeles, CA 90012

Contact Person and phone number: Kristina Kulczycki, Senior Regional Planning Assistant, (213) 974-6443

Project sponsor's name and address: Robert Friedman, 2059 E. Foothill Blvd., Pasadena, CA 91107

Project location: Vacant, south side of Sierra Highway, third parcel west of Crown Valley Road
APN: 3217-021-022 **USGS Quad:** Acton

Gross Acreage: 1.95

General plan designation: N/A

Community/Area wide Plan designation: CR (Rural Commercial): Limited, low-intensity commercial uses that are compatible with rural and agricultural activities, including retail, restaurants, and personal and professional offices

Zoning: C-RU-DP (Rural Commercial – Development Program), Acton Community Standards District, Rural Outdoor Lighting District

Description of project: The subject property is located on the south side of Sierra Highway, approximately 385 feet west of the intersection of Sierra Highway and Crown Valley Road. Commercial uses exist to the north, east, and west, including retail uses, gas station, and restaurants. Residential uses exist to the north. The Antelope Valley Freeway exists to the south. A currently vacant lot to be developed with a new single-story 6,000-square foot retail building (one 3,000-square foot feed store with two additional attached 1,500-square foot retail spaces) located on the western portion of the lot, a 3,300-square foot restaurant (Primo Restaurant) with drive-through located on the eastern portion of the lot, and a 1,600-square foot storage building located in the southwest corner of the lot. The site will be accessed via two driveways on Sierra Highway, a street designated by the County as an Existing Major Highway.

Surrounding land uses and setting:

North: CR – Rural Commercial Land Use Designation; C-RU – Rural Commercial Zone; Vacant lot, Gas station, Tack and Feed Store, and Retail Center

East: CR – Rural Commercial Land Use Designation; C-RU – Rural Commercial Zone; Fast Food Restaurant with Drive-Through (Jack in the Box)

South: SR 14 – Antelope Valley Freeway

West: CR – Rural Commercial Land Use Designation; C-RU-DP – Rural Commercial Development Program Zone; Retail Center

The community of Acton is rural and is primarily developed with one-to two-acre sized lots containing residences along with several clusters of higher density residential as well as large lots of 2+ acres closer to the Angeles National Forest. The Antelope Valley Freeway, travels east-west and is a major freeway connecting Metro Los Angeles and Santa Clarita to the High Desert, bisects the community into northern and southern halves. The community is served by three commercial areas. The first small commercial area is located 1.5 miles south of the freeway along Crown Valley Road and contains restaurants, post office, bank, small market, and hardware store. The second larger commercial area where the proposed project is located is immediately north of the freeway along Sierra Highway at the Crown Valley Road intersection and contains drive-through restaurants, gas stations, retail stores, service stores, restaurants, and a market. The third small commercial area is approximately 2.1 miles east of the second commercial area along Sierra Highway and contains two small shopping centers with retail services.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

<u>Public Agency</u>	<u>Approval Required</u>
Los Angeles County Department of Public Works	Building Permits
Los Angeles County Fire Department	Fire Flow Requirements, Fuel Modification Plan
Los Angeles County Public Health	Onsite Wastewater Treatment

Major projects in the area:

<u>Project/Case No.</u>	<u>Description and Status</u>
R2014-02996 / CUP 201400143	New 2,029-square foot Taco Bell restaurant with drive-through and occupant load of 45. Approved by the Board of Supervisors on November 24, 2015.

Reviewing Agencies:

Responsible Agencies

- ☐ None
Regional Water Quality Control
Board:
☒ Los Angeles Region
☐ Lahontan Region
☐ Coastal Commission
☐ Army Corps of Engineers

Special Reviewing Agencies

- ☐ None
☐ Santa Monica Mountains
Conservancy
☐ National Parks
☐ National Forest
☐ Edwards Air Force Base
☐ Resource Conservation
District of Santa Monica
Mountains Area
☒ California Department of
Transportation

Regional Significance

- ☐ None
☐ SCAG Criteria
☐ Air Quality
☐ Water Resources
☐ Santa Monica Mtns. Area
☒ South Coast AQMD

Trustee Agencies

- ☒ None
☐ State Dept. of Fish and
Wildlife
☐ State Dept. of Parks and
Recreation
☐ State Lands Commission
☐ University of California
(Natural Land and Water
Reserves System)

County Reviewing Agencies

- ☒ DPW:
- Land Development Division
(Grading & Drainage)
- Geotechnical & Materials
Engineering Division
- Watershed Management
Division (NPDES)
- Traffic and Lighting Division
- Environmental Programs
Division
- Waterworks Division

- ☒ Fire Department
- Planning Division
- Land Development Unit
☐ Sanitation District
☒ Public Health/Environmental
Health Division: Land Use
Program (OWTS), Drinking
Water Program (Private
Wells), Toxics Epidemiology
Program (Noise)
☒ Sheriff Department
☒ Parks and Recreation
☐ Subdivision Committee

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project.

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agriculture/Forest | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Services |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings
of Significance |
| <input type="checkbox"/> Geology/Soils | | |

DETERMINATION: (To be completed by the Lead Department.)

On the basis of this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature (Prepared by)

Kristina Kulczycki

Date

1/28/16

Signature (Approved by)

Robert G. Yusek

Date

1/28/16

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.
- 8) Climate Change Impacts: When determining whether a project's impacts are significant, the analysis should consider, when relevant, the effects of future climate change on : 1) worsening hazardous conditions that pose risks to the project's inhabitants and structures (e.g., floods and wildfires), and 2) worsening the project's impacts on the environment (e.g., impacts on special status species and public health).

1. AESTHETICS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
--	---	--	---	----------------------

Would the project:

a) Have a substantial adverse effect on a scenic vista?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The project is not located adjacent to or in proximity to any scenic highways, corridors, or resources that have been designated by the County General Plan or Antelope Valley Area Plan. There are no significant ridgelines within 1,000 feet of the project. Therefore with the lack of such resources in the area, there is no substantial adverse effect on a scenic vista.

b) Be visible from or obstruct views from a regional riding or hiking trail?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

A proposed County trail is located along the northern side of Sierra Highway. The project is located on the south side of Sierra Highway. After consultation with the County Department of Parks and Recreation (DPR), it was determined that the proposed County trail should remain located along the northern side of Sierra Highway as it is a better suited location for an equestrian trail. While it was not required that the project develop this portion of the proposed trail, it was recommended by DPR that a hitching post be incorporated into the project design for “horse parking” to accommodate equestrian uses.

c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The subject property is currently vacant with flat terrain. It was previously cleared and does not show any trees, rock outcroppings, nor does it contain any historic buildings. No other scenic resources are on the property or within close proximity of the project. All parcels surrounding the subject property has been developed with various uses.

d) Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Other existing commercial uses have been developed on both the east and west side of the subject property. The project has been designed to be consistent with the Acton Community Standards District which is a set of development standards, contained within the Los Angeles County Zoning Code, designed to ensure compatibility with community character.

e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?

☐☐☒☐

The project proposes three new structures: retail building, restaurant, and storage building at heights of 27'-10", 35'-0", and 23'-8", respectively. All proposed structures are one story and incorporate design elements compatible with the character of surrounding properties and desired community architecture. Given the similarity in height with neighboring properties, the proposed structures would not create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area.

Additionally, all outdoor lighting will have to comply with the Rural Outdoor Lighting District standards (Los Angeles County Code Part 9 of Chapter 22.44). These standards require lighting design that will minimize adverse offsite impacts of outdoor lighting, such as light trespass, and curtail light pollution.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

Within the immediate and peripheral areas surrounding the subject property, there are no designated significant visual resources based on the County General Plan, Antelope Valley Area Plan, and State designations. The subject property is located within a disturbed area with existing development surrounding it. It can be viewed as a commercial infill development. Without designated significant visual resources and being surrounded by existing development, the proposed project will have a limited to no significant impact on visual resources. Any impact on visual resources will stem from the introduction of a new light source will be less than significant through the implementation of the County Rural Outdoor Lighting District standards.

2. AGRICULTURE / FOREST

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Pursuant to the 2012 Los Angeles County Farmland Map prepared by the Farmland Mapping and Monitoring Program of the California Department of Conservation, there are no mapped farmlands identified on the subject property.

b) Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The subject property is zoned C-RU-DP, Rural Commercial – Development Program. The zone provides for an appropriate mix of a limited range of commercial uses that are compatible with rural, agricultural, and low-density residential uses. The zone regulates both the type and intensity of development in order to protect natural resources, promote economic self-sufficiency, maintain compatibility with surrounding residential and agricultural zones, and preserve the rural character of the community.

The County Agricultural Opportunity Area Map identifies locations with existing farmland and those well suited for the establishment of farmlands. The subject property is not located within a designated Agricultural Opportunity Area. There is no Williamson Act contract on this property as there are no agricultural or related open space activities performed on the site.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The subject property is not located within forest land or zoning for forest land or timberland.

d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The subject property is not located within forest land or zoning for forest land.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

☐☐☐☒

The subject property does not impact farmland conversion, agricultural use, or conversion of forest land because it is not located within any of these areas.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to agriculture and forestry resources include:

- State Farmland Mapping and Monitoring Program (FMMP): FMMP produces the “Important Farmland Maps” which are a hybrid of soils and land use information with the intent to provide consistent and impartial data for use in assessing present status, reviewing trends, and planning for California’s agricultural land resources. Agricultural land is identified and rated according to soil quality and irrigation status.
- Williamson Act: This act provides tax incentives to retain prime agricultural land and open space in agricultural use, with subsequently slows its conversion to development. The overall purpose of the Williamson Act is to protect agricultural lands and open space.
- California Land Evaluation Site Assessment Model (LESA): LESA analyzes soil resource quality, project size, water resource availability, surrounding protected resource lands, and surrounding agricultural lands; the model output is a numerical rating.
- Los Angeles County Agricultural Opportunity Areas: A County identification tool that indicates land where commercial agriculture is taking place and/or is believed to have a future potential based on the presence of prime agricultural soils, compatible adjacent land uses, and existing County land use policy.

The subject property is not located within areas impacted by any of the above referenced environmental or regulatory settings. Therefore, the proposed project will not have an impact on agricultural or forest resources.

3. AIR QUALITY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
--	---	--	---	----------------------

Would the project:

a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project is located within the boundaries of the South Coast AQMD (SCAQMD). The proposed project is consistent with the underlying land use category of Rural Commercial. Land use categories are assessed by the SCAQMD when analyzing impacts for their air quality plans. When a project is consistent with the underlying land use category, it generally does not have a significant impact. In this case, since the proposed project is consistent with the underlying land use category, it will not conflict with or obstruct implementation of the SCAQMD air quality plan.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

SCAQMD developed localized significance thresholds (LST) and calculate Particulate Matter 2.5 (PM2.5) and PM2.5 significance thresholds. LSTs apply to the following criteria pollutants: oxides of nitrogen (NOx), carbon monoxide (CO), particulate matter less than 10 microns in aerodynamic diameter (PM10), and particulate matter less than 2.5 microns in aerodynamic diameter (PM2.5). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. Based on the two-acre site scenario that represents a broad range of project types that include commercial, the proposed project will not exceed the LST. Conformity with growth forecasts can be established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast. The proposed project is consistent with the underlying land use category of Rural Commercial.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

See b) above.

d) Expose sensitive receptors to substantial pollutant concentrations?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project consists of a retail building, drive-through restaurant, and storage building. While the High Desert Middle School is located 0.25 miles to the east of the subject property, the proposed project is not a project type that must be evaluated for its proximity to sensitive uses. Based on the AVAQMD California Environmental Quality Act and Federal Conformity Guidelines (August 2011), only the following project types proposed for sites within the specified distance to an existing or planned sensitive receptor land use must be evaluated using significance threshold criteria number 4: any industrial project within 1,000 feet; a distribution center (40 or more trucks per day) within 1,000 feet; a dry cleaner using perchloroethylene within 500 feet; or a gasoline dispensing facility within 300 feet.

e) Create objectionable odors affecting a substantial number of people?

☐
☐
☒
☐

The proposed project includes the development of a drive-through restaurant. There would potentially be food odors related to the preparation of the items sold at the restaurant. Such odors could be objectionable but is also subjective relative to the preferences of individuals smelling those odors. There are two other similar establishments in the area, McDonald's and Jack-in-the-Box, which have been operating without issues. It is not foreseeable that any odors would affect a substantial number of people.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to air quality includes:

- **Federal and California Clean Air Acts:** Three categories of air pollutants are monitored and regulated under these acts: criteria air pollutants, toxic air contaminants, and global warming and ozone-depleting gases. The Federal government and the State of California have established air quality standards designed to protect public health from these criteria pollutants. Among the federally identified criteria pollutants, the levels of ozone, particulate matter, and carbon monoxide in Los Angeles County continually exceed federal and state health standards and the County is considered a non-attainment area for these pollutants.
- **South Coast Air Quality Management District:** This agency is responsible for monitoring air quality as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the region.

The subject property is not located within areas impacted by any of the above referenced environmental or regulatory settings. The proposed project is small in scope and will be required to comply with all of the applicable air quality regulations during construction and operation. Therefore, the proposed project will have a less than significant impact on air quality.

4. BIOLOGICAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Based on the California Natural Diversity Database, the subject property does not contain any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

Approximately 2,850 feet to the south of the subject property, there is a possible occurrence of the Townsend's big-eared bat, a threatened candidate species under the California Endangered Species Act.

b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The County designates areas of biological importance as Significant Ecological Areas (SEA). Sensitive natural communities are included in mapped SEAs. The subject property is not located within a SEA. The edge boundary of the closest SEA is located approximately 8,500 feet south of the subject property.

c) Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The subject property is not located within or in proximity of federally or stated protected wetlands, vernal pools, coastal wetlands, or waters. Based on 2014 aerial imagery, there are no visible natural drainages within 1,000 feet from the boundaries of the subject property. Additionally, the U.S. Fish and Wildlife Service National Wetlands Inventory does not identify any wetlands across or in close proximity of the

subject property.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

☐ ☐ ☐ ☒

Wildlife corridors and habitat linkages are mapped as a part of the County Significant Ecological Areas (SEA). These corridors and linkages are identified as areas where wildlife is able to move from one open space area or SEA to another. The subject property is not located within or in close proximity of a SEA. Properties surrounding the subject property are developed. Additionally, the California Audubon does not identify the subject property or its surrounding properties as an Important Bird Area.

e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or otherwise contain oak or other unique native trees (junipers, Joshuas, southern California black walnut, etc.)?

☐ ☐ ☐ ☒

The location of oaks and oak woodlands has been identified as part of the Los Angeles County Significant Ecological Areas (SEA). The subject property is not located within a SEA. Additionally, based on aerial imagery it has been observed that the site does not contain any trees.

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.56, Part 16), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, § 22.56.215), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44, Part 6)?

☐ ☐ ☐ ☒

It has been determined that the subject property will not conflict with any local policies or ordinances protecting biological resources given that it does not contain any biological resources as presented in the responses above.

g) Conflict with the provisions of an adopted state, regional, or local habitat conservation plan?

☐ ☐ ☐ ☒

There are no habitat conservation plans covering the subject property. As of the date of the completion of this document, the only active habitat conservation plan exists in the Santa Clarita Valley. The draft Desert Renewable Energy Conservation Plan maps areas for conservation of which this subject property is not

identified as a conservation area.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to biological resources include:

- California Natural Diversity Database (CNDDDB): The federal Endangered Species Act and the California Endangered Species Act state that animals and plants that are threatened with extinction or are in a significant decline will be protected and preserved. The California Natural Diversity Database is a program that inventories the status and locations of rare animals and plants in California.
- California Audubon Important Bird Areas: Important Bird Areas identify sites that provide essential habitat for birds. As such they establish a useful framework for helping guide efforts to conserve birds statewide.
- Los Angeles County Significant Ecological Areas (SEA): A County identification tool and planning overlay that maps ecologically important land and water systems that are valuable as plant and/or animal communities, often integral to the preservation of threatened or endangered species, and conservation of biological diversity in the County.

The subject property is not located within areas impacted by any of the above referenced environmental or regulatory settings. While the subject property is not located within areas impacted by the above reference environmental or regulatory settings, it is identified by the California Natural Diversity Database that there is an occurrence of a threatened candidate species south of the subject property. Given the ability of this species to traverse the distance between its possible occurrence location and the subject property, they could potentially be drawn to the area to feed on insects which are attracted to the lights found in developed areas. They may also find areas that structurally resemble caves to nest in. Implementing measures to reduce the light pollution and eliminating cave-like structures can help mitigate any impacts on the species. Therefore, the proposed project will not have or have less than a significant impact on biological resources.

5. CULTURAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
--	---	--	---	----------------------

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Pursuant to the List of Historic Places designated by the State of California and the List of National Historic Landmarks, there are no recognized structures on-site nor is the site itself designated as historic. No designated structures or sites of historic significance are in close proximity of the subject property.

Under the CEQA guidelines, a structure must be at least 50 years old to meet the minimum threshold as a historical resource. There are no structures on-site that are at least 50 years old. There are no structures currently existing on the subject property.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

There are no known archaeological resources on the subject property. There is no proposal for significant grading as a part of the project. Conditions of approval will address unanticipated archaeological discoveries and development of specific mitigation measures if resources are encountered during any development activity.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

There are no known paleontological resources or sites or unique geologic features on the subject property. There is no proposal for significant grading as a part of the project. Conditions of approval will address unanticipated paleontological discoveries and development of specific mitigation measures if resources are encountered during any development activity.

d) Disturb any human remains, including those interred outside of formal cemeteries?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The subject property is not presently a cemetery nor is it located adjacent to or near a cemetery. The project does not require a plan amendment or the adoption or amendment of a specific plan. The proposed project is in conformance with the adopted zoning and area plan land use designation. Surrounding properties have been developed without known occurrences of human remains.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to cultural resources include:

- California Environmental Quality Act Guidelines § 15064.5(a): This section provides eligibility criteria for historic resources.
- State of California List of Historical Landmarks and Points of Historical Interest: California Historical Landmarks are buildings, structures, sites, or places that have been determined to have statewide historical significance by meeting certain criteria. California Points of Historical Interest are sites, buildings, features, or events that are of local significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value.
- California Health and Safety Code Section 7050.5: This section states that in the event of the discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification.

The subject property does not contain any historical resources pursuant to any of the above referenced environmental or regulatory settings. The surrounding properties are developed with a freeway, drive-through restaurant, gas station, and retail commercial with no known archaeological or paleontological resources. There is minor grading proposed. Should there be any discovery of unanticipated archaeological or paleontological resources during any part of the grading or construction process, development activities will be halted in order to carry out proper consultation, identification, and removal actions. Therefore, the proposed project will have a less than significant impact on cultural resources.

6. ENERGY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Conflict with Los Angeles County Green Building Ordinance (L.A. County Code Title 22, Ch. 22.52, Part 20 and Title 21, § 21.24.440) or Drought Tolerant Landscaping Ordinance (L.A. County Code, Title 21, § 21.24.430 and Title 22, Ch. 22.52, Part 21)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project is subject to County Title 31 – Green Building Standards Code and will satisfy all applicable standards to the satisfaction of the Department of Public Works who administers that title.

b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

The project is subject to County Title 31 – Green Building Standards Code and will satisfy all applicable standards to the satisfaction of the Department of Public Works who administers that title.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to energy includes:

- Los Angeles County Code Title 31 Green Building Standards Code: The purpose of the County's Green Building Program is to establish green building development standards for new projects with the intent to conserve water, conserve energy, conserve natural resources, divert waste from landfills, minimize impacts to existing infrastructure, and promote a healthier environment.
- CALGREEN Building Code: The State of California adopted a set of mandatory measures that establish a minimum for green construction practices.

The proposed project is required to comply with the above referenced regulatory codes. Therefore, the proposed project will have a less than significant impact on energy resources.

7. GEOLOGY AND SOILS

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
---	--	---	----------------------

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.

☐
☐
☒
☐

The entirety of Los Angeles County is part of the seismically active region of Southern California. No known surface traces of active faults traverse the subject property. The subject property is not located within an Alquist Priolo Earthquake Fault Zone. The closest major seismic source is the San Andreas Fault located approximately six miles north of the subject property.

A geotechnical report has been prepared for the subject property. Based on the geotechnical report, the subject property is considered to be suitable from a soil and engineering standpoint for construction of a commercial building and restaurant provided recommendations for any potential geologic disturbances that may occur during the construction phase.

ii) Strong seismic ground shaking?

☐
☐
☒
☐

Given that the entirety of Los Angeles County is located in a seismically active region, ground shaking resulting from earthquakes common to Southern California can be expected within the lifespan of the structures. As noted in 7.a.i, there are no known surface traces on the subject property nor is it located within a Fault Zone. No major problems are anticipated as a result of fault displacement or ground lurching resulting from earthquakes provided the foundation system is constructed according to seismic design factors outlined in the California Building Code.

iii) Seismic-related ground failure, including liquefaction and lateral spreading?

☐
☐
☐
☒

Soils subject to liquefaction are water-saturated soils, frequently loosely packed and granular in nature, that when subjected to seismic activity lose their cohesion and act like a fluid. The subject property is not located within a designated liquefaction zone as determined by the California Department of Conservation. The soil condition that occurs at the site is one of thick dense older alluvium underlain by bedrock. The observed conditions are not considered to be conducive to seismic-related ground failure.

iv) Landslides?

☐ ☐ ☐ ☒

A landslide is the movement or flow of soil, rocks, earth, water, or debris down a slope. The subject property is not located within a designated landslide area as mapped by the California Geologic Survey.

b) Result in substantial soil erosion or the loss of topsoil?

☐ ☐ ☒ ☐

The subject property was previously cleared and does not contain any structures. There are no indications that the site was previously developed. The project includes 590 cubic yards of cut and 590 cubic yards of fill grading that will be balanced on-site, as well as 12,945 cubic yards of over-excavation grading (8,718 cubic yards for the building and 4,227 cubic yards for the parking lot). A geotechnical report has been prepared and includes construction standards to address any soil issues that may arise from construction activities.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

☐ ☐ ☒ ☐

A geotechnical report has been prepared for this subject property. The soil conditions that occur at the site is one of thick dense older alluvium underlain by bedrock. No groundwater was encountered. The observed conditions are not considered to be conducive to liquefaction. Based on the report, soil instability is not expected to occur at the subject property during the lifespan of the project.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

☐ ☐ ☒ ☐

Soils on the site are generally granular and have a low expansion potential. Selective grading is recommended such that granular soils are blended with the clayey soils to reduce the potential of expansivity.

e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?

☐ ☐ ☒ ☐

The project will be installing an onsite wastewater treatment system. A Feasibility Report of the onsite wastewater treatment system was submitted for consultation with the Department of Public Health and it was determined that the percolation test results were acceptable for the installation of such system but that approval from the Regional Water Quality Control Board must be received prior to the issuance of a building permit.

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element?

☐☐☐☒

The subject property is not located within a designated Hillside Management Area. The subject property is relatively flat with no slopes above 25%.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to geology and soils include:

- Seismic Hazards Mapping Act: This act requires the California Geological Survey to prepare Seismic Hazard Zone Maps that show areas where earthquake induced liquefaction or landslides have historically occurred, or where there is a high potential for such occurrences.
- Hillside Management Area Ordinance: This ordinance regulates development in hillsides of 25 percent slope or greater to address these potential hazards.

The subject property is not located within areas impacted by any of the above referenced environmental or regulatory settings. While the subject property is not located within areas impacted by the above reference environmental or regulatory settings, it is determined that seismic activity from the San Andreas fault located six miles north of the subject property could impact the site but is not unique to this particular site as all of Los Angeles County is subject to seismic activity. Therefore, the proposed project will not have an impact or have less than a significant impact on geology and soils.

8. GREENHOUSE GAS EMISSIONS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project will generate GHGs though it should be less than significant given the scale. Various plans have analyzed the effects on GHG emissions based on this site being developed as a commercial use. The Southern California Association of Government's 2012 Regional Transportation Plan / Sustainable Communities Strategy was adopted pursuant to the requirements of Senate Bill 375. It targets per capita GHG reduction from passenger vehicles and light duty trucks, incorporating projected land uses, in the Southern California region. Overall growth and development is directed towards rural town center areas and rural towns. Development of a balanced mix of uses and services that would accommodate the local populace would be emphasized. This project is located within a rural town area.

b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. The subject property is located in an area with existing commercial uses within an established community. It primarily serves the local community offering services that local residents would otherwise have to drive further distances to obtain. Policies within the Antelope Valley Area Plan direct development to rural town areas and rural town centers where development already exists; the subject property is located within a rural town area.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

While the proposed project is a new use being introduced to the community and will emit some level of GHGs, the impacts of such GHG emissions have been analyzed in the Southern California Association of Government's 2012 Regional Transportation Plan/ Sustainable Communities Strategy (SCS) as well as the Antelope Valley Area Plan, both of which analyzed the impacts of this property being used for commercial purposes. The SCS outlines a development pattern for the region which when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Hazardous materials are not proposed as part of the use on the subject property. The subject property consists of a drive-through restaurant and retail services.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

Hazardous materials are not proposed as part of the use on the subject property. The subject property consists of a drive-through restaurant and retail services. Cleaning solvents and cooking oil will be used as a part of the proposed uses but not in sufficient quantities to warrant a significant hazard.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

Within one-quarter mile of the subject property, a library, a school, and residences exist. Despite the proximity to these sensitive uses, there are no hazardous materials that are proposed to be used in sufficient quantities.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

Based on the California Department of Toxic Substances Control Envirostor database, the subject property is not known to contain previous or existing contaminants. There are no sites within 1,000 feet of the subject property known to contain contaminants.

e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The project is not located within an airport land use plan or close to a public airport. The closest airport, Agua Dulce Airport, is located approximately six miles west of the subject property.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The Agua Dulce Airport, located six miles west of the subject property, is a public-use airport. It will not be affected by the project or pose a safety hazard for people in that area.

g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The County's Operational Area Emergency Response Plan (OAERP), identifies emergency procedures and emergency management routes in Los Angeles County. The subject property is located on Sierra Highway, which is identified as a Highway Disaster Route. The development of the project will not impede upon the existing use of Sierra Highway as a Highway Disaster Route. The project will not block access to this route.

h) Expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:

i) within a Very High Fire Hazard Severity Zones (Zone 4)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

ii) within a high fire hazard area with inadequate access?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

iii) within an area with inadequate water and pressure to meet fire flow standards?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

iv) within proximity to land uses that have the potential for dangerous fire hazard?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project is located within a Very High Fire Hazard Severity Zone but has adequate access as it is located on Sierra Highway which is a County-designated Existing Major Highway.

Fire flow availability was completed for the project and verified by the Los Angeles County Waterworks Districts. Los Angeles County Waterworks District No. 37 will serve water to the project. The size of the water main is 12". The size of each of the hydrants is 6x4x2-1/2". The fire flow available is 2,000 gallons per minute for two hours. One hydrant is located 41 feet from the northeast corner of the property and another hydrant is located 97 feet from the northwest corner of the property.

Based on the California Department of Toxic Substances Control Envirostor database, the subject property is not known to contain previous or existing contaminants. There are no land uses within 1,000 feet of the subject property known to contain contaminants that have the potential for dangerous fire hazard.

A fuel modification plan is required as a part the proposed project. Compliance with the County Fire Code

will ensure that any potential impacts can be mitigated to less than significant.

i) Does the proposed use constitute a potentially dangerous fire hazard?

☐☐☒☐

The project includes a drive-through restaurant. As a part of the operations of the restaurant, there are materials that may be used that could constitute a potentially dangerous fire hazard, such as cooking oil and cleaning agents. It is anticipated that these materials will be safely handled to limit the risk of fire.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to hazards and hazardous materials include:

- California Health and Safety Code §25501(o): The California Department of Toxic Substances is responsible for classifying hazardous materials in the state of California. Hazardous materials are generally defined as any material that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or future hazard to human health and safety or to the environment, if released into the workplace or the environment.
- Los Angeles Health Hazardous Materials Division (HHMD): HHMD is the Certified Unified Program Agency for Los Angeles County. It is responsible for issuing permits and inspects hazardous material handling and hazardous waste generating businesses to ensure compliance with federal, state, and local laws and regulations. It oversees the proper handling, treatment, transportation, and disposal of hazardous wastes generated by many industries.
- Operational Area Emergency Response Plan (OAERP): This plan strengthens short and long-term emergency response and recovery capability, and identifies emergency procedures and emergency management routes in the County.
- General Plan Safety Element: Fire Disaster Routes and Disaster Routes are identified showing the routes that emergency responders are likely to take when responding to an emergency scenario, the routes that residents will be funneled toward to exit an area affected by a disaster, and the field facilities that will be used by emergency responders to coordinate their activities.

There are four issues covered under this section and include hazardous materials, airport land use, emergency response, and fire risk. The uses proposed do not include hazardous material production such as oil refinery but the proposed project is likely to use materials such as cooking oil and cleaning solvents. These materials will not be used in substantive abundance to qualify them as hazardous materials though they will have to be properly contained, transported, and stored. The subject property is not located within an airport land use plan. Sierra Highway is identified as a Highway Disaster Route though the proposed project will not reduce the travel lanes for such evacuation. The subject property is located in a Very High Fire Hazard Severity Zone and will be required to incorporate a fuel modification plan and ensure adequate water for fire flow. Therefore, the proposed project will have a less than significant impact on hazards and hazardous materials.

10. HYDROLOGY AND WATER QUALITY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
--	---	--	---	----------------------

Would the project:

a) Violate any water quality standards or waste discharge requirements?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project will not be connecting to the municipal wastewater system but will be installing an Onsite Wastewater Treatment System to contain waste discharge. A permit, as required by the Regional Water Quality Control Board and the Department of Public Health, will have to comply with all applicable wastewater treatment standards. Clearance for the installation is contingent upon complying with conditions required by the Department of Public Health and the Regional Water Quality Control Board.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project's water supply will be provided by Los Angeles County Waterworks District No. 37. No well is proposed to be installed as part of this project and no water will be drawn from groundwater. The total area of the subject parcel is 1.95 acres which is currently vacant and undeveloped with 100% of the ground being pervious. As currently proposed, 1.24 acres will become impervious and 0.71 acres will remain pervious. The project will be subject to the Low Impact Development ordinance.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

There are no existing streams or rivers crossing the subject property. The subject property is flat with a 5% southwestward down slope. Sierra Highway borders the north boundary of the subject property and the Antelope Valley Freeway borders the southern boundary. Properties directly to the west and east of the subject property are fully developed and no off-site drainage runs onto the subject property from these adjoining properties.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

There are no existing streams or rivers crossing the subject property. The subject property is flat with a 5% southwestward down slope. Sierra Highway borders the north boundary of the subject property and the Antelope Valley Freeway borders the southern boundary. Properties directly to the west and east of the subject property are fully developed and no off-site drainage runs onto the subject property from these adjoining properties. There is no off-site drainage onto the site. The proposed project has two drainage areas. The entire site is paved with landscaped planters throughout. The eastern part of the property drains by surface runoff and enters the infiltration basin on the south close to the eastern property line. The western part of the property has several planter areas used for minor infiltration, de-silting and debris capture prior to entering the infiltration basin. The southwest portion of the property is not paved and is proposed to be an open graded area of decomposed granite or a fine grade rock surface. This allows infiltration for the entire back portion of the property. Roof drains will be directed underground and outlet into the infiltration basin along the south property line. A catch basin located at the southwest corner of the building will capture the runoff from the parking lot. The catch basin will outlet into the infiltration basin.

e) Add water features or create conditions in which standing water can accumulate that could increase habitat for mosquitoes and other vectors that transmit diseases such as the West Nile virus and result in increased pesticide use?

☐☐☒☐

There are two proposed storage ponds above ground at the southeast and southwest areas of the site that will serve as infiltration basins for Low Impact Development. However, they are designed to drain in less than 48 hours, thus, there is no concern that standing water could accumulate.

f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

☐☐☒☐

The catch basin located on southwestern side of the subject property will be designed for a 25-year frequency storm and the pipe slope will be close to a 5% grade. The outlet will be non-erosive and will disperse in the easterly end of the basin. This is designed to be infiltrated into the basin. Both drainage areas on the subject property do not have a restriction on the outlet from the site. The infiltration basins will have a non-erosive overflow system design over the concrete curbs that outline the basins. Each drainage area will have a system to filter sediment, trash, and debris prior to outlet into the infiltration basins.

g) Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?

☐☐☒☐

The project includes 590 cubic yards of cut and 590 cubic yards of fill grading that will be balanced on-site, as well as 12,945 cubic yards of over-excavation grading (8,718 cubic yards for the building and 4,227 cubic yards for the parking lot). Construction runoff is regulated by the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. This permit applies to all construction that disturbs an area

of at least one acre. By complying with the regulations of this permit, the proposed project will not violate the NPDES stormwater regulations.

h) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52)?

☐ ☐ ☒ ☐

The proposed project is required to comply with the Los Angeles County Low Impact Development (LID) Ordinance and thus will not conflict with it. A LID plan will must be submitted to the Department of Public Works for approval.

i) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?

☐ ☐ ☐ ☒

According to the State Water Resources Control Board-designated Areas of Special Biological Significance, there are six designated areas in the County of Los Angeles: Mugu Lagood to Latigo Point, San Clemente Island, and four locations on Santa Catalina Island. None of these areas are located in the North County or in close proximity to the subject property.

j) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?

☐ ☐ ☒ ☐

The proposed project does include the installation of an onsite wastewater treatment system although the subject property is not in an area with known geological limitations or in close proximity to surface water. A septic system report was completed for the proposed project exploring subsurface conditions and testing of percolation rates to evaluate the feasibility of a new onsite wastewater treatment system. Test holes were drilled and found that no groundwater was observed. No evidence of staining, mottling or weathering consistent with higher groundwater levels was observed. Regionally, historic high groundwater levels are in the <40 feet below surface range as suggested by the State of California. It is believed that groundwater will not rise to within 10 feet of the proposed onsite wastewater treatment system.

k) Otherwise substantially degrade water quality?

☐ ☐ ☒ ☐

It is not anticipated that there are additional impacts from the project that would substantially degrade water quality.

l) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or within a floodway or floodplain?

☐ ☐ ☐ ☒

The proposed project does not include any housing.

m) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain?

☐ ☐ ☐ ☒

The subject property is not located within a 100-year flood hazard area, floodway, or floodplain.

n) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? ☐ ☐ ☐ ☒

The subject property is not located within a dam inundation area.

o) Place structures in areas subject to inundation by seiche, tsunami, or mudflow? ☐ ☐ ☐ ☒

The subject property is not located within an area subject to inundation by seiche, tsunami, or mudflow.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to hydrology and water quality includes:

- National Pollutant Discharge Elimination System (NPDES): This permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or manmade ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.
- California Code Title 23, Division 3 - California Waste Discharge Requirements: State regulations governing state water resources control boards.
- Los Angeles County Stormwater Ordinance: The purpose of this ordinance is to protect the health and safety of residents by protecting the beneficial uses, marine habitats, and ecosystems of receiving waters within the county from pollutants carried by the stormwater and nonstormwater discharges.
- Los Angeles County Low Impact Development Ordinance: The low impact development standards are intended to distribute stormwater and urban runoff across development sites to help reduce adverse water quality impacts and help replenish groundwater supplies.
- Federal Emergency Management Agency (FEMA) Flood Zones: FEMA performs hydrologic and hydraulic studies that identify flood-prone areas and provide flood risk data. An area that has been designated a 100-year flood plain is considered likely to flood under the 100-year storm event.

Los Angeles County is split between two water quality regions: the Los Angeles Region and the Lahontan Region. Each regional board prepares and maintains a Basin Plan which identifies narrative and numerical water quality objectives to protect all beneficial uses of the waters of that region. The Basin Plans achieve the identified water quality objectives through implementation of Waste Discharge Requirements (WDRs) and by employing three strategies for addressing water quality issues: control of point source pollutants, control of nonpoint source pollutants, and remediation of existing contamination. The subject property is located in the Regional Water Quality Control Board Los Angeles Region.

During the construction phase of a proposed project, the pollutants of greatest concern are sediment, which may run off the subject property due to site grading or other site preparation activities, and hydrocarbon or fossil fuel remnants from the construction equipment. Construction runoff is regulated by the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. This permit applies to all construction which disturbs an area of at least one acre.

Because all projects are required to comply with all of the above-mentioned regulations and the proposed project is not a point source producer, the proposed project will have a less than significant impact on hydrology and water quality.

11. LAND USE AND PLANNING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
--	---	--	---	----------------------

Would the project:

a) **Physically divide an established community?** ☐ ☐ ☐ ☒

The proposed project is located within Acton proper on Sierra Highway west of Crown Valley Road and developed on a parcel that conforms to the existing street pattern. While there are no definitive legal boundaries between communities in the Antelope Valley, the community of Acton is located on the southwestern boundary of the Antelope Valley Area Plan. On the west side of Acton is the Santa Clarita Valley Area Plan and the community of Agua Dulce. The demarcation of those two plans is approximately 3.25 miles to the west of the subject property. There are no developments such as constructing new freeways and flood control channels, as a part of the proposed project that will divide the community of Acton.

b) **Be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans?** ☐ ☐ ☐ ☒

The subject property has a land use designation of CR (Rural Commercial). The proposed use is consistent with the land use designation as this category allows for limited, low-intensity commercial uses that are compatible with rural and agricultural activities, including retail, restaurants, and personal and professional offices.

c) **Be inconsistent with the County zoning ordinance as applicable to the subject property?** ☐ ☐ ☐ ☒

The subject property is zoned C-RU-DP (Rural Commercial – Development Program). The proposed use is consistent with the zoning as this zone allows for the development of retail uses and restaurants. The project will also have to comply with the requirements in the Acton Community Standards District. Such requirements include but are not limited to a 35-foot height restriction, western frontier design, and concealment of external utilities.

d) **Conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria?** ☐ ☐ ☐ ☒

The subject property is not located in a Hillside Management or Significant Ecological Area.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The proposed project is consistent with the Antelope Valley Area Plan. The subject property is located in an area of the community intended for commercial use. It is compatible with the existing development and development pattern surrounding which includes a freeway, drive-through restaurant, retail commercial, and gas station. The base zoning of the subject property, C-RU (Rural Commercial) allows retail stores and restaurants as permitted uses. The combining zone of –DP (Development Program) requires the proposed project to obtain a conditional use permit. The proposed project is consistent with all requirements of the County zoning ordinance. Therefore, the proposed project will not have an impact on land use and planning.

12. MINERAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
--	---	--	---	----------------------

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project is not located in an area designated as a Mineral Resource Zone as mapped by the California Geological Survey.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project is not located in an area designated as a Mineral Resource Zone as mapped by the California Geological Survey which is the source used by the County to identify mineral resource areas.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to mineral resources includes:

- California Surface Mining and Reclamation Act of 1975 (SMARA): This act was adopted to encourage the production and conservation of mineral resources, prevent or minimize adverse effects to the environment, and protect public health and safety.
- Mineral Resource Zones (MRZ-2s): The State of California's Geological Survey Division of Mines and Geology identify deposits of regionally significant aggregate resources. These clusters or belts of mineral deposits are designated as MRZ-2s. There are four major MRZ-2s designated in the County: the Little Rock Creek Fan, Soledad Production Area, Sun Valley Production Area, and Irwindale Production Area. The California Department of Conservation protects mineral resources to ensure adequate supplies for future production.
- Title 22 of the Los Angeles County Code (Part 9 of Chapter 22.56): This section requires that applicants of surface mining projects submit a Reclamation Plan prior to receiving a permit to mine, which must describe how the excavated site will ultimately be remediated and transformed into another use.

The subject property is not located within an MRZ-2s nor is it mapped as a site containing locally-important

mineral resource recovery site. Therefore, the proposed project will not have an impact on mineral resources.

13. NOISE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
--	---	--	---	----------------------

Would the project result in:

a) Exposure of persons to, or generation of, noise levels in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project consists of a retail building, drive-through restaurant, and storage building. The subject property is zoned for these types of uses. Similar uses on either side of the subject property currently exist and have not exhibited activities that generate noise levels in excess of the standards. The proposed project will be conditioned so that ambient noise associated with construction will be limited to hours according to the noise ordinance so as to not affect residences located 465 feet north of the subject property.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project consists of a retail building, drive-through restaurant, and storage building. The subject property is zoned for these types of uses. Similar uses on either side of the subject property currently exist and have not exhibited activities that generate noise levels in excess of the standards. The proposed project will be conditioned so that ambient noise associated with construction will be limited to hours according to the noise ordinance so as to not affect residences located 465 feet north of the subject property.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The subject property is currently vacant with no development on it. Any development on the property will increase the ambient noise level for the lifetime of the use. Temporary noise sources will include those related to construction on the property. Permanent noise sources include cars entering and exiting the property when patronizing the retail stores or restaurant. These noise sources will be permanent but not constantly sustained throughout the day and night. While there will be an increase in the noise level simply by introduction of a new use on previously vacant land, there are surrounding uses of similar capacity. Additionally, the Antelope Valley Freeway is located directly south of the subject property. Noise from the freeway may exceed any ongoing increase in noise resulting from the proposed project. The proposed project will be required to comply with the Los Angeles County Noise Control Ordinance, as contained in Chapter 12.08 of the Los Angeles County Code, Title 12.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?

☐☐☒☐

The proposed project includes a drive-through restaurant which will use an amplified noise system to take orders from vehicles. This new periodic noise source is not considered substantial and similar uses are located in the area and adjacent to the subject property.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

☐☐☐☒

The proposed project is not located within an airport land use plan or within two miles of a public airport or public use airport. The closest airport is Agua Dulce Airport located six miles west of the subject property.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

☐☐☐☒

The proposed project is not located within the vicinity of a private airstrip. The closest airport is Agua Dulce Airport located six miles west of the subject property.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to noise includes:

- Los Angeles County Code Title 12, Chapter 12.08 (Noise Control Ordinance):

The proposed project will comply with the Noise Control Ordinance and County Code Section 12.12. Noise generated by construction equipment during the construction phase of the project may result in a substantial temporary increase in ambient noise levels. Construction activities will be conducted according to best management practices, including maintaining construction vehicles and equipment in good working order by using mufflers where applicable, limiting the hours of construction, and limiting the idle time of diesel engines. Noise from construction equipment will be limited by compliance with the Los Angeles County Noise Control Ordinance, as contained in Chapter 12.08 of the Los Angeles County Code, Title 12. The subject property is not within two miles of an airport or located with an airport land use compatibility plan. With the required compliance with the County's Noise Control Ordinance, the noise from construction will have a less than significant impact.

14. POPULATION AND HOUSING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

It is anticipated that there will be a maximum of six restaurant employees per shift with a maximum of four restaurant shifts and a maximum of two retail employees with a maximum of two retail shifts. This yields a total of 28 employees cycling through the property in one day. The number of employees on-site at a time does not constitute a substantial population growth as they may be existing local residents. There is no indirect population growth as there is no extension of roads or other major infrastructure required as a condition of the development of this proposed project.

b) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project involves the development of commercial uses on an existing commercially-zoned vacant parcel. There will be no impact to existing housing nor will it necessitate the construction of replacement housing elsewhere.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project involves the development of commercial uses on an existing commercially-zoned vacant parcel. There will be no displacement of people nor will it necessitate the construction of replacement housing elsewhere.

d) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project involves the development of commercial uses on an existing commercially-zoned vacant parcel. The use may attract visitors looking to patronize the services offered, but it is not the type or scale of service that will induce population growth.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The unincorporated areas of Los Angeles County are projected to climb to a population of 1,052,800 people in 2008 to 1,399,500 people in 2035, a 33-percent increase (Source: Southern California Association of Governments 2012-2035 Regional Transportation Plan / Sustainable Communities Strategy). For the 2014-2021 Housing Element planning period, the unincorporated areas have been assigned a Regional Housing Needs Assessment allocation of 30,145 units (Source: Los Angeles County Housing Element, 2014-2021). It is not foreseeable that the type of use as proposed by this project will induce substantial growth or concentration of a population or housing beyond the projections stated here. The commercial use proposed will not affect the County's ability to meet housing objectives as set forth in the Housing Element.

15. PUBLIC SERVICES

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
---	--	---	----------------------

a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

County Fire Station #80 is located in Acton approximately 3.5 miles from the subject property. The proposed project will be required to comply with the requirements of the Fire Code (Title 32). Initial consultation with the Los Angeles County Fire Department resulted in the requirement that the project provides fire flow data to demonstrate viability of existing fire hydrants and to provide a fuel modification plan since the subject property is located in the Very High Fire Hazard Severity Zone. Additional requirements from Fire Department to meet the Fire Code will be added as conditions of the project.

Sheriff protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The Palmdale Station of the Los Angeles County Sheriff's Department is located at 750 East Avenue Q and serves the community of Acton. It is estimated that the proposed project will generate 1,713 trips daily, of which 196 trips made during the AM peak hour and 168 trips during the PM peak hour, based on the 9th Edition of the Institute of Transportation Engineers trip generation report data for a Specialty Retail Center and Fast-Food Restaurant with Drive-Through Window.

Schools?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project is a commercial use and will not increase the permanent population, including those who would be enrolled in the local schools. The closest schools to the site are High Desert Middle School (0.25 miles away), Vasquez High School (1.4 miles away), and Acton Elementary School (1.4 miles away).

Parks?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The closest park is Acton Park, located 1.25-miles south of the subject parcel. It is a 12.5-acre passive community park serving the community with seasonal programming. Community parks typically support four acres of parkland per 1,000 people and range in size from 10 to 20 acres, servicing a one- to two-mile radius.

There is no projected population change deriving from the development of the proposed project. As noted in Section 14 - Population and Housing of this Initial Study, the proposed project would not create a

substantial permanent residential population increase. It is anticipated that there will be a maximum of six restaurant employees per shift with a maximum of four restaurant shifts and a maximum of two retail employees with a maximum of two retail shifts. This yields a total of 28 employees cycling through the property in one day. Given the small quantity of persons employed and the limited amount of time available for them to visit the park, the number of employees working at this site will not impact the park. While patrons of the restaurant may purchase items to take to the community park, it is unlikely that the existence of this service will encourage the patrons to frequent the park.

Libraries?

☐ ☐ ☒ ☐

The Acton Agua Dulce Library is located 0.25 miles away from the subject property. It is anticipated that there will be a maximum of six restaurant employees per shift with a maximum of four restaurant shifts and a maximum of two retail employees with a maximum of two retail shifts. This yields a total of 28 employees cycling through the property in one day. This constitutes a minimal increase in the number of patrons potentially using the library at lunch or before/after work.

Other public facilities?

☐ ☐ ☐ ☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to public services includes:

- Los Angeles County General Plan, Safety Element:
- Los Angeles County General Plan, Public Services and Facilities Element:

There are special development fees and legal requirements in place to address the provision of services or facilities and infrastructure for large projects. For smaller projects, many of the impacts are assessed through the respective agencies' long term plans which take into account projections based on land use designations and growth trends. The subject property has been zoned for a commercial use and would have been factored into the aforementioned plans. Therefore, the proposed project will have a less than significant impact on public services.

16. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The closest park is Acton Park, located 1.25-miles south of the subject parcel. It is a 12.5-acre passive community park serving the community with seasonal programming. Community parks typically support four acres of parkland per 1,000 people and range in size from 10 to 20 acres, servicing a one- to two-mile radius.

There is no projected population change deriving from the development of the proposed project. As noted in Section 14 - Population and Housing of this Initial Study, the proposed project would not create a substantial permanent residential population increase. It is anticipated that there will be a maximum of six restaurant employees per shift with a maximum of four restaurant shifts and a maximum of two retail employees with a maximum of two retail shifts. This yields a total of 28 employees cycling through the property in one day. Given the small quantity of persons employed and the limited amount of time available for them to visit the park, the number of employees working at this site will not impact the park. While patrons of the restaurant may purchase items to take to the community park, it is unlikely that the existence of this service will encourage the patrons to frequent the park.

b) Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project consists of commercial uses and does not include the development of a park.

c) Would the project interfere with regional open space connectivity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project is being developed on land that has been designated as suitable for commercial development as noted by its land use designation and zoning.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building.

Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

Given that the proposed project consists of commercial uses, it is not likely that a significant number of people working at or frequently the commercial services would also all visit the local parks, unlike the case of a residential development. Therefore, the proposed project will have a less than significant impact on recreation.

17. TRANSPORTATION/TRAFFIC

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
--	---	--	---	----------------------

Would the project:

a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The subject parcel is located on Sierra Highway, a County-designated Existing Major Highway. A traffic study was prepared to identify traffic impacts and provide mitigation measures, as necessary. It is estimated that the proposed project will generate 1,713 trips daily, of which 196 trips made during the AM peak hour and 168 trips during the PM peak hour, based on the 9th Edition of the Institute of Transportation Engineers trip generation report data for a Specialty Retail Center and Fast-Food Restaurant with Drive-Through Window. According to the traffic study, the traffic generated by the project alone, as well as cumulatively with other related projects, will not have a significant transportation impact to County roadways or intersections in the area based on the Traffic Impact Analysis Guidelines. The existing two-way left-turn lane on Sierra Highway would need to be extended westerly to accommodate left-turn movements at the project's west driveway. The extension of the auxiliary lane may require additional pavement transitions within the dedicated public right-of-way along the northern side of Sierra Highway in the vicinity of the project.

There is a proposed trail located along the northern alignment of Sierra Highway. It was recommended by the Department of Parks and Recreation that the project includes a hitching post to accommodate equestrian riders and support such non-automotive modes of transportation.

b) Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Sierra Highway is a Principal Arterial between State Route 126 and State Route 14 (at Red Rover Mine Road) as designated by the 2010 Congestion Management Program (CMP) for Los Angeles County. The subject parcel is located 1-mile east of Red Rover Mine Road outside of the segment identified as a Principal Arterial by the CMP. Between 1992 and 2007, the level of service for the intersection of Sierra Highway and Red Rover Road, closest to the subject parcel, has improved from a Level of Service (LOS) B to LOS A in the morning and LOS C to LOS A in the evening.

c) Result in a change in air traffic patterns, including

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

either an increase in traffic levels or a change in location that results in substantial safety risks?

The proposed project consists of a retail building, drive-through restaurant, and storage building. There are no vertical protrusions that would affect air traffic. The tallest structure reaches 35'.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

☐ ☐ ☐ ☒

The proposed project does not introduce any design features that would substantially increase hazards. Structures are adequately set back from the street to provide sufficient sightlines for vehicles exiting the parcel. Vehicular access points are located along the straight section of Sierra Highway with no dangerous curves within close proximity that could pose a hazardous condition.

e) Result in inadequate emergency access?

☐ ☐ ☐ ☒

The proposed project has been reviewed by County Fire Department and it was determined that the proposed project would not block or provide inadequate emergency access for the project or make existing emergency access to off-site properties inadequate. The proposed project is subject to the Fire Code which would not allow for the development to result in inadequate emergency access.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

☐ ☐ ☐ ☒

In the 2012 Los Angeles County Bicycle Master Plan, Sierra Highway is identified as a proposed Class III Bike Route in the vicinity of the project. Additionally, a proposed Class III Bike Route on Crown Valley Road from Sierra Highway to Soledad Canyon Road is identified in the Master Plan. A Class III Bike Route provides shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand. The Bicycle Master Plan proposes several hundred miles of Class III bicycle routes along rural roadways; however, the Bicycle Master Plan also recognizes that most of these facilities require widening and/or shoulder improvements to provide adequate room for bicyclists to ride.

Additionally, Sierra Highway contains a proposed County trail. In consultation with the Department of Parks and Recreation, it was determined that the preferred alignment of the trail is along the northern side of Sierra Highway and no trail improvements are being required of the proposed project since it is located along the southern side of Sierra Highway. A hitching post is a recommended installation as a part of the proposed project to accommodate equestrian uses.

Per the County Healthy Design Ordinance, bicycle parking must be provided. For general retail commercial, including restaurants, one short-term bicycle parking space must be provided per each 5,000 square feet of gross floor area, with a minimum of two spaces. One long-term bicycle parking space must be provided per each 12,000 square feet of gross floor area, with a minimum of two spaces. A total of four bicycle parking spaces must be provided for this proposed project.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to transportation and traffic includes:

- Southern California Association of Governments Regional Transportation Plan (RTP): The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the RTP considers the role of transportation in the broader context of economics, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs.
- Antelope Valley Area Plan, Circulation Element: This element outlines goals and policies for transportation and traffic movement within the Antelope Valley. As a component of the General Plan, it also maps the existing and proposed highway plan.
- Metro Congestion Management Program (CMP): The CMP links local land use decisions with their impacts on regional transportation and air quality.
- Los Angeles County Bicycle Master Plan: This document provides guidance on implementing proposed bikeways as well as various bicycle-friendly policies and programs to promote bicycle ridership.

The proposed project has been required to complete a traffic study to assess the amount of traffic that will be generated based on the uses that are proposed. According to the traffic study, the traffic generated by the project alone, as well as cumulatively with other related projects, will not have a significant transportation impact to County roadways or intersections in the area based on the Traffic Impact Analysis Guidelines. Non-vehicular traffic has been taken into account in the design of the project, whereby the multi-modal trail will remain on the northern side of Sierra Highway opposite the subject property but the proposed project will incorporate a hitching post and bike parking into the design to accommodate non-vehicular patrons. Therefore, the proposed project will have a less than significant impact on transportation and traffic.

18. UTILITIES AND SERVICE SYSTEMS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
--	---	--	---	----------------------

Would the project:

a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Based on the Department of Public Health's review of the proposed project's Feasibility Report, the percolation test results indicate that a non-conventional wastewater disposal system is to be installed due to the percolation rates which are greater than 5.12 gallons/square foot/day. A design for a non-conventional septic system has been submitted based on the manufacturer's recommendations. A copy of the report from the Regional Water Quality Control Board has not yet been received. The approval of the Regional Water Quality Control Board must be received prior to the issuance of a building permit for final approval from the Department of Public Health for the Onsite Wastewater Treatment System (OWTS) installation. The design and installation of the OWTS shall conform to the requirements of all applicable regulatory agencies.

b) Create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

An Onsite Wastewater Treatment System will be required to be developed and installed in accordance with the requirements of all applicable regulatory agencies. Wastewater generated by the proposed project will not be routed through any municipal wastewater treatment systems. No construction of a new water treatment facility will be necessary.

c) Create drainage system capacity problems, or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

A Hydrology Report and Low Impact Development Plan was reviewed and approved by the Department of Public Works. These documents indicate that the proposed project has two drainage areas. The eastern part of the property drains by surface runoff and enters an infiltration basin on the south end of the property. The western part of the property has several planter areas used for minor infiltration, de-silting, and debris capture prior to entering the infiltration basin. The southwest portion of the property is not paved and is proposed to be an open graded area of decomposed granite or a fine grade rock surface. This allows infiltration for the entire back portion of the property. The drainage design features identified in these documents will be incorporated into the project's construction plans.

d) Have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses?

☐☐☒☐

The project has received a will-serve letter from the Los Angeles County Waterworks District No. 37.

e) Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

☐☐☒☐

The proposed project will not impact utility capacity due to its relatively small scale. Energy demand from this project should be sufficiently provided for by supplies from existing infrastructure.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

☐☐☒☐

The Los Angeles County Integrated Waste Management Plan (IWMP), which is compiled by the interagency Integrated Waste Management Task Force and updated annually, has identified landfills with sufficient disposal capacity for the next 15 years, assuming current growth and development patterns remain the same. All projects must also comply with other documents required by the California Integrated Waste Management Act of 1989 (AB 939). Additionally, Assembly Bill 341 (2011) and Assembly Bill 1826 (2014) require certain businesses to set up recycling services for recyclables and organic waste. Therefore, impacts are expected to be less than significant.

The closest landfill to the subject property is the Antelope Valley Public Landfill. It is currently has a permitted regulatory status with a cease operation date of 2042. The landfill is permitted 3,564 tons of trash per day. Additionally, the Lancaster Landfill was approved in 2011 to increase its allowable daily volume of municipal solid waste disposal from 1,700 per day to 3,000 tons per day. Alternative solid waste disposal includes the waste-by-rail system, which is a remote disposal program for Los Angeles County that is currently being developed.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

☐☐☒☐

The proposed project will be required to obtain approvals and building permits. As a part of that process, the proposed project will have to comply with all applicable solid waste regulations including regulations stipulated in the IWMP, the County's Green Building Program, and all federal, state, and local statutes. Therefore, impacts are expected to be less than significant.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000-square foot retail building, a 3,300-square foot restaurant, and a 1,600-square foot storage building. Access to the site is provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to utilities and service systems includes:

- Los Angeles County Low Impact Development Ordinance: The low impact development standards are intended to distribute stormwater and urban runoff across development sites to help reduce adverse water quality impacts and help replenish groundwater supplies.
- Los Angeles County Integrated Waste Management Plan (IWMP): The California Integrated Waste Management Act of 1989 mandates jurisdictions to meet a diversion goal of 50 percent. In addition, each county is required to prepare and administer a Countywide Integrated Waste Management Plan. This Plan is comprised of the County's and the cities' solid waste reduction planning documents.

The proposed project is required to obtain permits for all of the utilities and service systems. Therefore, the proposed project will have a less than significant impact on utilities and service systems.

19. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The subject property does not contain the resources identified through CEQA as those that will significantly impact the environment, special species, plant communities, or historic resources.

<p>b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project involves the development of structures and commercial uses with design features intended to mitigate any potential issues that may arise. Included in the design will be catch basins for water percolation. The short-term environmental benefits of this include the catching of run-off to eliminate pollution into the watershed and to direct water into appropriate areas on the site rather than off-site. The long-term benefit of these design features is that it will allow for the recharge of the water basin and to limit the amount of debris and pollution seeping into the water.

<p>c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

According to the traffic study completed for this project, the traffic generated by the project alone, as well as cumulatively with other related projects, will not have a significant transportation impact to County roadways or intersections in the area based on the Traffic Impact Analysis Guidelines. Although Sierra Highway is designated as an Existing Major Highway, parts of Sierra Highway contain one travel lane in each direction. In front of the subject property, the road widens to accommodate two lanes traveling east, one two-way left-turn lane, and one lane traveling west. As properties are developed along Sierra Highway, there may need to be additional street improvements.

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

☐☐☒☐

During the construction phase of the proposed project, there may be air quality impacts although the proposed project will have to obtain permits and comply with the regulatory agency's construction management practices.